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MOST RECENT UPDATE:           200861      <200861/DW>
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    20071130/UPIC, 20080401/UPIC and 20080701/UPIC.
    ECLA reclassifications to June and US national classifications to
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FOR DETAILS OF THE PATENTS COVERED IN CURRENT UPDATES, SEE
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df

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=> d l29 que
L3          6434 SEA FILE=HCAPLUS ABB=ON  PLU=ON  (ANGULAR? OR ANGLE OR
                 ANGL###)(2A)VELOCITY
L4                QUE  ABB=ON  PLU=ON  PRESSURE
L5                QUE  ABB=ON  PLU=ON  TORQUE
L6           314 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L3 AND L5
L9                QUE  ABB=ON  PLU=ON  CALCULAT?
L12               QUE  ABB=ON  PLU=ON  INJECT?
L14               QUE  ABB=ON  PLU=ON  (CONTROL? OR ADJUST? OR REGULAT?)(3A
                  )PRESSURE
L18               QUE  ABB=ON  PLU=ON  MOLD###
L22          943 SEA FILE=WPIX ABB=ON  PLU=ON  L3(5A)MOTOR
L23           84 SEA FILE=WPIX ABB=ON  PLU=ON  L6 AND L4
L24          237 SEA FILE=WPIX ABB=ON  PLU=ON  (L22 OR L23) AND L9
L25            5 SEA FILE=WPIX ABB=ON  PLU=ON  L24 AND L12
L26            8 SEA FILE=WPIX ABB=ON  PLU=ON  L24 AND L14
L27            3 SEA FILE=WPIX ABB=ON  PLU=ON  L24 AND L18
L28           11 SEA FILE=WPIX ABB=ON  PLU=ON  (L25 OR L26 OR L27)
L29            9 SEA FILE=WPIX ABB=ON  PLU=ON  L28 AND (PY<=2004 OR
                  PRY<=2004 OR AY<=2004)


=> d l29 ifull 1-9

L29  ANSWER 1 OF 9  WPIX COPYRIGHT 2008       THOMSON REUTERS on STN
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ACCESSION NUMBER: 2005-284953 [29] WPIX
DOC. NO. CPI: C2006-128212 [42]
DOC. NO. NON-CPI: N2006-336464 [42]
TITLE: Resin injection pressure control method in electrically driven injection molding machine, involves calculating torque instruction value using resin pressure value that is estimated from angular velocity of motor
DERWENT CLASS: A32; T06; X25
INVENTOR: OKAZAKI Y
PATENT ASSIGNEE: (UBEI-C) UBE KOSAN KIKAI KK; (UBEM-N) UBE MACHINERY CORP LTD; (OKAZ-I) OKAZAKI Y
COUNTRY COUNT: 106

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
WO 2005028181	A1	20050331	(200529)*	JA	30[7]	
JP 3741150	B2	20060201	(200613)	JA	15	
US 20060145379	A1	20060706	(200645)	EN		
JP 2005512630	X	20061130	(200681)	JA	21	

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
WO 2005028181	A1	WO 2004-JP13318	20040913
JP 3741150	B2	WO 2004-JP13318	20040913
US 20060145379	A1	WO 2004-JP13318	20040913
JP 3741150	B2	JP 2005-512630	20040913
US 20060145379	A1	US 2006-541470	20060105
JP 2005512630	X	WO 2004-JP13318	20040913
JP 2005512630	X	JP 2005-512630	20040913

FILING DETAILS:

PATENT NO	KIND		PATENT NO	
JP 3741150	B2	Based on	WO 2005028181	A
JP 2005512630	X	Based on	WO 2005028181	A

PRIORITY APPLN. INFO: JP 2003-324893 20030917
INT. PATENT CLASSIF.:
IPC ORIGINAL: B29C0045-46 [I,C]; B29C0045-50 [I,A]; B29C0045-76 [I,A]; B29C0045-76 [I,C]; B29C0045-77 [I,A]; B29C0045-77 [I,C]
IPC RECLASSIF.: B29C0045-77 [I,A]; B29C0045-77 [I,C]
ECLA: B29C0045-77
USCLASS NCLM: 264/040.100
NCLS: 264/040.500; 264/328.100; 425/149.000
BASIC ABSTRACT:

WO 2005028181 A1 UPAB: 20051222
NOVELTY - The angular velocity of motor for driving screw in forward direction, is obtained using output of an encoder that detects the rotating angle of the motor. The resin pressure value is estimated from the angular velocity of motor using
specified observer theorem. The motor is controlled based on the torque instruction value calculated from the estimated resin pressure value.
DETAILED DESCRIPTION - An INDEPENDENT CLAIM is also included for pressure control apparatus.
USE - For controlling resin injection pressure in electrically driven injection molding machine.
ADVANTAGE - Enables controlling resin injection pressure accurately, without using pressure detector such as load cell. DESCRIPTION OF DRAWINGS - The figure shows the block diagram of the control circuit of the injection molding machine. (Drawing includes non-English language text).

FILE SEGMENT: CPI; EPI
MANUAL CODE: CPI: A09-D01; A11-B12C
EPI: T06-D13; X25-A06

L29 ANSWER 2 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 2003-855317 [80] WPIX
DOC. NO. NON-CPI: N2003-683092 [80]
TITLE: Diesel engine regulation method detects combustion pressure for calculation of effective engine torque used for regulation of at least one engine operating parameter
DERWENT CLASS: Q52; X22
INVENTOR: GLOGER J; JESCHKE J; NITZKE H; NITZKE H G; LARINK J
PATENT ASSIGNEE: (VOLS-C) VOLKSWAGEN AG
COUNTRY COUNT: 31

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
DE 10218736 <--	A1	20031113	(200380)*	DE	8[1]	
EP 1365129 <--	A2	20031126	(200380)	DE		
EP 1365129	B1	20080305	(200819)	DE		
DE 50309293	G	20080417	(200829)	DE		

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
DE 10218736 A1		DE 2002-10218736	20020426
EP 1365129 A2		EP 2003-6785	20030326
EP 1365129 B1		EP 2003-6785	20030326
DE 50309293 G		DE 2003-50309293	20030326
DE 50309293 G		EP 2003-6785	20030326

FILING DETAILS:

PATENT NO	KIND		PATENT NO	
DE 50309293	G	Based on	EP 1365129	A

PRIORITY APPLN. INFO: DE 2002-10218736 20020426
INT. PATENT CLASSIF.:
IPC ORIGINAL: F02D0031-00 [I,A]; F02D0031-00 [I,A]; F02D0031-00 [I,C]; F02D0031-00 [I,C]; F02D0035-02 [I,A]; F02D0035-02 [I,A]; F02D0035-02 [I,C]; F02D0035-02 [I,C]; F02D0041-22 [I,A]; F02D0041-22 [I,A]; F02D0041-22 [I,C]; F02D0041-22 [I,C]
IPC RECLASSIF.: F02D0035-02 [I,A]; F02D0035-02 [I,C]; F02D0041-08 [I,A]; F02D0041-08 [I,C]; F02D0041-14 [N,A]; F02D0041-14 [N,C]; F02D0041-16 [N,A]; F02D0041-16 [N,C]; F02D0041-22 [N,A]; F02D0041-22 [N,C]; F02D0041-34 [N,A]; F02D0041-34 [N,C]
ECLA: F02D0035-02; F02D0041-08
ICO: R02D0041:00H; R02D0041:08B; R02D0041:14F2; R02D0041:16; R02D0041:22; R02D0041:34D

BASIC ABSTRACT:
DE 10218736 A1 UPAB: 20060120
NOVELTY - The regulation method detects the combustion chamber pressure within an engine cylinder (2) in dependence on the crank angle of the crankshaft (4) controlling the movement of the reciprocating piston (3), with derivation of a corresponding engine torque, combined with the angular velocity of the crankshaft for providing the effective engine torque, used for regulation of at least one operating parameter of the engine (1).
DETAILED DESCRIPTION - An INDEPENDENT CLAIM for a regulating device for a diesel engine is also included.
USE - The regulation method is used for regulating at least one operating parameter of a diesel engine.
ADVANTAGE - Regulation is effected in dependence on effective engine torque.
DESCRIPTION OF DRAWINGS - The figure shows a schematic representation of a diesel engine cylinder incorporating detection of the combustion chamber pressure. Engine (1)
Engine cylinder (2)
Reciprocating piston (3)
Crankshaft (4)
Pressure sensor (5)
FILE SEGMENT: GMPI; EPI
MANUAL CODE: EPI: X22-A03; X22-A20C

L29 ANSWER 3 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 2001-544933 [61] WPIX
DOC. NO. NON-CPI: N2001-405039 [61]
TITLE: Guided missile detects guiding roll movement of tail wing from steering angle of head side wing based on dynamic pressure and output of roll control calculation unit
DERWENT CLASS: Q79; T06
INVENTOR: SEKI K
PATENT ASSIGNEE: (MITQ-C) MITSUBISHI ELECTRIC CORP
COUNTRY COUNT: 1

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
JP 2001201300 <--	A	20010727	(200161)*	JA	6[6]	

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
JP 2001201300 A		JP 2000-12688	20000121

PRIORITY APPLN. INFO: JP 2000-12688 20000121
INT. PATENT CLASSIF.:
IPC RECLASSIF.: F42B0010-00 [I,C]; F42B0010-64 [I,A]; F42B0015-00 [I,C]; F42B0015-01 [I,A]; G05D0001-12 [I,A]; G05D0001-12 [I,C]

BASIC ABSTRACT:
JP 2001201300 A UPAB: 20050526
NOVELTY - A pitch/yawing control section (3) controls the deviation of missile based on its acceleration and roll angular velocity. A calculation unit (11) detects guiding roll movement of the tail wing from the steering angle of head side wing, based on dynamic pressure and output of roll control calculation unit. The power steering system (6) controls the control section based on the steering angle of head side and tail wing rolls movement.
USE - Guided missile.
ADVANTAGE - Increases stability and reduces aerodynamic load torque as the tail wing is guided based on steering angle of head side wing. Improves reliability as the control of guided missile does not require additional components. DESCRIPTION OF DRAWINGS - The figure shows the guided missile control system. (Drawing includes non-English language text).
Control section (3)
Power steering system (6)
Calculation unit (11)
FILE SEGMENT: GMPI; EPI
MANUAL CODE: EPI: T06-B01B

L29 ANSWER 4 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 1999-281884 [24] WPIX
DOC. NO. CPI: C1999-083210 [24]
DOC. NO. NON-CPI: N1999-211413 [24]
TITLE: Control time-lag influence compensating control system in continuous hot rolling mill - involves detecting time lag in control system signal route and compensating it out of manipulation variable of each operation controller of rolling mill
DERWENT CLASS: M21; P51; T06; X25
INVENTOR: MIZUNO H; NONAMI K; OU F; TSUDA K
PATENT ASSIGNEE: (NIKN-C) NKK CORP
COUNTRY COUNT: 1

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
JP 11090518 <--	A	19990406	(199924)*	JA	11	[5]

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
JP 11090518 A		JP 1997-253530	19970918

PRIORITY APPLN. INFO: JP 1997-253530 19970918
INT. PATENT CLASSIF.:
IPC RECLASSIF.: B21B0037-00 [I,A]; B21B0037-00 [I,C]; B21B0037-48

[I,C]; B21B0037-50 [I,A]; G05B0013-00 [I,A]; G05B0013-00 [I,C]; G05B0013-02 [I,A]; G05B0013-02 [I,C]; G05B0013-04 [I,A]; G05B0013-04 [I,C]

BASIC ABSTRACT:

JP 11090518 A UPAB: 20050521

NOVELTY - The time lag of control system signal operation route is observed by a state prediction device of a controller (21). The manipulation variable of the rolling mill operation controllers is output, after compensating the time lag, by the controller based on the calculated estimation result of the variable state of rolling mill. DETAILED DESCRIPTION - The exit thickness, the tension between the rolling stands and the louver are detected and an universal set of variable states of the exit thickness deviation, a louver angle deviation, the louver angular velocity deviation, the deviation of the tension between the stands, the deviation of plate velocity between the stands and the louver torque deviation is estimated. The controller (21) calculates the manipulation variables and after compensating with the time lag factor, inputs a louver torque setting (16), a mill velocity setting (17) and the standard position setting (15) to a louver motor torque controller (19), a mill motor speed controller (20) and a stand pressure position controller (18), respectively, and controls the operation of the rolling mill and obtains the desired value of the exit thickness, the tension between the stands and the louver angle.

USE - For controlling operation of continuous hot rolling mill for compensating time lag.

ADVANTAGE - Obtains robust control of continuous hot rolling mill. Improves product accuracy by preventing control system time lag influencing the mill operation. Improves the production. DESCRIPTION OF DRAWING(S) - The drawing provides a block diagram of controller in detail. (15) Stand position setting unit; (16) Louvre torque setting input; (17) Mill setting unit; (18) Stand pressure position controller; (19) Louvre motor torque controller; (20) Mill motor speed controller; (21) Controller.

DOCUMENTATION ABSTRACT:

JP11090518

USE

For controlling operation of continuous hot rolling mill for compensating time lag.

ADVANTAGE

Obtains robust control of continuous hot rolling mill. Improves product accuracy by preventing control system time lag influencing the mill operation. Improves the production.

NOVELTY

The time lag of control system signal operation route is observed by a state prediction device of a controller (21). The manipulation variable of the rolling mill operation controllers is output, after compensating the time lag, by the controller based on the calculated estimation result of the variable state of rolling mill.

DETAILED DESCRIPTION

The exit thickness, the tension between the rolling stands and the louver are detected and an universal set of variable states of the exit thickness deviation, a louver angle deviation, the louver angular velocity deviation, the deviation of the tension between the stands, the deviation of plate velocity between the stands and the louver torque deviation is estimated. The controller (21) calculates the manipulation variables and after compensating with the time lag factor, inputs a louver torque setting (16), a mill velocity setting (17) and the standard position setting (15) to a

louver motor torque controller (19), a mill motor speed controller (20) and a stand pressure position controller (18), respectively, and controls the operation of the rolling mill and obtains the desired value of the exit thickness, the tension between the stands and the louver angle.

DESCRIPTION OF DRAWING(S)

The drawing provides a block diagram of controller in detail.

(15) Stand position setting unit
(16) Louvre torque setting input
(17) Mill setting unit
(18) Stand pressure position controller
(19) Louvre motor torque controller
(20) Mill motor speed controller
(21) Controller.

FILE SEGMENT: CPI; GMPI; EPI
MANUAL CODE: CPI: M21-A07
EPI: T06-A05; T06-A07B; T06-D05A1; X25-A02B

L29 ANSWER 5 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 1997-474875 [44] WPIX
DOC. NO. CPI: C1997-151106 [44]
TITLE: Method and appts. for indicating resin injection pressure on electric motor driven injection moulding machine
DERWENT CLASS: A32
INVENTOR: YOSHIDA M
PATENT ASSIGNEE: (NIKL-C) JAPAN STEEL WORKS LTD
COUNTRY COUNT: 1

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
JP 09220748 <--	A	19970826	(199744)*	JA	5[4]	

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
JP 09220748 A		JP 1996-53622	19960219

PRIORITY APPLN. INFO: JP 1996-53622 19960219
INT. PATENT CLASSIF.:
IPC RECLASSIF.: B29C0045-77 [I,A]; B29C0045-77 [I,C]
BASIC ABSTRACT:

JP 09220748 A UPAB: 20050519 In a method of indicating a resin injection pressure on an electric motor driven injection moulding machine having a screw (6), an electric motor (1) for driving the screw in an injection direction and an indicating unit (14) for indicating an injection pressure, the wave of a load torque (T L) of the electric motor obtainable under the following formulae is indicated when the resin injection pressure is indicated on the indicating unit:

T L = i/ KT - J . d ω /dt (T L : load torque of electric motor) i : Torque current of electric motor K T : Torque constant J : Moment of inertia of the whole of injection moulding machine ω : Angular velocity of electric motor. Also claimed is an appts. for indicating resin injection pressure, which comprises a current detecting. means (15) for detecting a current of the electric motor (1) , a position detecting means (13) for detecting the position of the electric motor and a controller (11), which calculates a

torque current (i) of the electric motor on the basis of a signal detected by the current detecting means (15) as well as an angular velocity of the motor (1) on the basis of a signal detected by the position detecting means (13) and indicates on an indicating unit (14) a load torque (T L) of the motor (1) obtainable under the above-mentioned formulae.

ADVANTAGE - Capable of eliminating the appearance of a wave (H) at the start of the injection and indicating a needed injection pressure only, correctly establishing the moulding requirements such as the injection pressure, the heating temperature of the injection cylinder and the temperature of the molten resin by reference to the injection pressure.

DOCUMENTATION ABSTRACT:

JP9220748

In a method of indicating a resin injection pressure on an electric motor driven injection moulding machine having a screw (6), an electric motor (1) for driving the screw in an injection direction and an indicating unit (14) for indicating an injection pressure, the wave of a load torque (T L) of the electric motor obtainable under the following formulae is indicated when the resin injection pressure is indicated on the indicating unit:

T L = i/ KT - J . d ω /dt (T L : load torque of electric motor) i : Torque current of electric motor K T : Torque constant J : Moment of inertia of the whole of injection moulding machine ω : Angular velocity of electric motor.

Also claimed is an appts. for indicating resin injection pressure, which comprises a current detecting. means (15) for detecting a current of the electric motor (1) , a position detecting means (13) for detecting the position of the electric motor and a controller (11), which calculates a torque current (i) of the electric motor on the basis of a signal detected by the current detecting means (15) as well as an angular velocity of the motor (1) on the basis of a signal detected by the position detecting means (13) and indicates on an indicating unit (14) a load torque (T L) of the motor (1) obtainable under the above-mentioned formulae.

ADVANTAGE

Capable of eliminating the appearance of a wave (H) at the start of the injection and indicating a needed injection pressure only, correctly establishing the moulding requirements such as the injection pressure, the heating temperature of the injection cylinder and the temperature of the molten resin by reference to the injection pressure.

FILE SEGMENT: CPI
MANUAL CODE: CPI: A09-D01; A11-B12C

L29 ANSWER 6 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 1996-421332 [42] WPIX
DOC. NO. NON-CPI: N1996-355312 [42]
TITLE: Steering appts. of motor vehicle - has controller which calculates steering rigidity according to angular velocity computed from output of angle sensor
DERWENT CLASS: Q22; X22
INVENTOR: KOSHO H; MORI H; SUGASAWA F

PATENT ASSIGNEE: (NSMO-C) NISSAN MOTOR CO LTD
COUNTRY COUNT: 1

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
JP 08207791 <--	A	19960813	(199642)*	JA	7[10]	

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
JP 08207791 A		JP 1995-14967	19950201

PRIORITY APPLN. INFO: JP 1995-14967 19950201
INT. PATENT CLASSIF.:
IPC RECLASSIF.: B62D0015-00 [I,C]; B62D0015-02 [I,A]; B62D0003-00 [I,C]; B62D0003-12 [I,A]
BASIC ABSTRACT:
JP 08207791 A UPAB: 20050513 The steering appts. has an angle sensor (16) which detects the angle turned by a steering wheel (1) and a steering wheel controller (14) which calculates the angular velocity of the wheel from this detected signal. According to the calculated angular velocity, the corresponding value of the steering rigidity is selected from the graph in which steering rigidity is started against the angular velocity. According to this steering rigidity, the instruction currently supplied from the controller to a pressure control valve (13) is calculated .
ADVANTAGE - Ensures steering stability and good steering response.
FILE SEGMENT: GMPI; EPI
MANUAL CODE: EPI: X22-C

L29 ANSWER 7 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 1996-046188 [05] WPIX
DOC. NO. NON-CPI: N1996-038682 [05]
TITLE: Automatic transmission velocity change control method - involves controlling feedback of oil pressure to approach target torque value of engagement part of clutch
DERWENT CLASS: Q13; Q64; X22
INVENTOR: KIMURA F; OKADA N; ONIMARU Y; UMEBAYASHI K
PATENT ASSIGNEE: (AISE-C) AISIN SEIKI KK
COUNTRY COUNT: 1

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
JP 07310812 <--	A	19951128	(199605)*	JA	7[4]	
JP 3520377 <--	B2	20040419	(200427)	JA	7	

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
JP 07310812 A 19940520		JP 1994-129892	

JP 3520377 B2 JP 1994-129892
19940520

FILING DETAILS:

PATENT NO	KIND	PATENT NO
JP 3520377 B2	Previous Publ	JP 07310812 A

PRIORITY APPLN. INFO: JP 1994-129892 19940520
INT. PATENT CLASSIF.:
IPC RECLASSIF.: B60W0010-02 [I,A]; B60W0010-02 [I,C]; B60W0010-10 [I,A]; B60W0010-10 [I,C]; B60W0010-18 [I,A]; B60W0010-18 [I,C]; F16H0061-04 [I,A]; F16H0061-04 [I,C]

BASIC ABSTRACT:
JP 07310812 A UPAB: 20050511 The control method involves calculating presumed value of I/O torque of an engine based on the angular velocity of a throttle valve along the input axis (3). The I/O torque is determined from a performance diagram of the engine and a hydraulic torque converter (2). The change in angular velocity of a clutch which rotates along with an engagement part, is determined along the output axis (8). The transmission torque and the I/O torque of the clutch are found based on state equations of automatic transmission. The rotary change of the clutch along the output axis is calculated. The presumed value of the torque along the output axis is determined based on the calculated rotary change. A feedback control part determines the difference between the presumed and ideal torque values and contacts the oil pressure between the engagement part and the clutch. The feedback oil pressure is adjusted to approach target torque values. ADVANTAGE - Reduces shocks owing to velocity change. Optimizes control.
FILE SEGMENT: GMPI; EPI
MANUAL CODE: EPI: X22-G01

L29 ANSWER 8 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 1984-196695 [32] WPIX
TITLE: Twist damage monitoring system for colinear rotary shafts - determines resistant torque from differentiated input and output velocities
DERWENT CLASS: Q51; T05; X11
INVENTOR: BRAY J C
PATENT ASSIGNEE: (ALST-C) ALSTHOM ATLANTIQUE
COUNTRY COUNT: 13

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
EP 115291 <--	A	19840808	(198432)*	FR	33[39]	
FR 2539874 <--	A	19840727	(198435)	FR		
ZA 8400459 <--	A	19840731	(198449)	EN		
US 4609992 <--	A	19860902	(198638)	EN		
EP 115291 <--	B	19870401	(198713)	FR		
DE 3462958 <--	G	19870507	(198719)	DE		

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE
EP 115291 A 19840117		EP 1984-100436	
FR 2539874 A		FR 1983-843	19830120
US 4609992 A 19840120		US 1984-572333	

PRIORITY APPLN. INFO: FR 1983-843 19830120
INT. PATENT CLASSIF.:
IPC RECLASSIF.: F01D0021-00 [I,A]; F01D0021-00 [I,C]; G01H0001-00 [I,C]; G01H0001-10 [I,A]; G01L0003-10 [I,A]; G01L0003-10 [I,C]; G01M0013-00 [I,A]; G01M0013-00 [I,C]; G01M0019-00 [I,A]; G01M0019-00 [I,C]; G01M0005-00 [I,A]; G01M0005-00 [I,C]; G01N0003-32 [I,A]; G01N0003-32 [I,C]; G07C0003-00 [I,A]; G07C0003-00 [I,C]
ECLA: F01D0021-00B; G01L0003-10E; G07C0003-00
USCLASS NCLM: 702/043.000
NCLS: 073/577.000; 073/660.000; 073/862.270
BASIC ABSTRACT:

EP 115291 A UPAB: 20050421 A machine (1) such as an alternator is driven e.g. by a triple-expansion turbine having a high-pressure stage (3), an intermediate-pressure stage (4) and two low- pressure stages (5,6). The high-pressure head (3) is supplied with fluid through a servo valve (7) and its instantaneous angular velocity is measured by a first detector (8). A second detector (9) measures the instantaneous angular velocity of the alternator (1).

The two detector outputs are decoded (10) to produce a signal representing the momentary angle of twist between the two shafts, and other signals representing their differences in speed and acceleration. Damage is calculated from the differentiated angular velocity detectoroutputs and the derivative of a servo valve travel signal.

ADVANTAGE - Accuracy is improved without recourse to special expensive current and voltage transformers.

FILE SEGMENT: GMPI; EPI
MANUAL CODE: EPI: T05-G02; X11-A01X

L29 ANSWER 9 OF 9 WPIX COPYRIGHT 2008 THOMSON REUTERS on STN
ACCESSION NUMBER: 1980-D9570C [18] WPIX
TITLE: Electronic gearbox synchronisation and ratio detection system - operates in three phases for kick-down and small ratio changes
DERWENT CLASS: Q63; Q64; X22
INVENTOR: BRET M
PATENT ASSIGNEE: (BELE-C) BERLIET AUTOMOBILES
COUNTRY COUNT: 1

PATENT INFORMATION:

PATENT NO	KIND	DATE	WEEK	LA	PG	MAIN IPC
FR 2431642 <--	A	19800321	(198018)*	FR		

APPLICATION DETAILS:

PATENT NO	KIND	APPLICATION	DATE

FR 2431642 A FR 1978-49877 19780215
FR 2431642 A FR 1978-22048 19780718
INT. PATENT CLASSIF.:
MAIN/SEC.: F16D023-02; F16H003-78; F16H005-40
ECLA: B60K0041-08E; B60K0041-28E1; B60W0010-02; B60W0010-06; B60W0010-10D; F16H0003-12; F16H0003-38; F16H0003-78
ICO: L60K0741:08E; L60K0741:28E1
BASIC ABSTRACT:
FR 2431642 A UPAB: 20050816 The circuit minimises the torsional vibration set up in the various gear shafts when disengaging gears, due to the energy stored in these shafts when driven. The circuitry is limited to 'kick-down-gear changes and small ratio gear changes, i.e. from first to second or second to third especially where the vehicle is moving down as steep slope.
Gear changes are made in three steps: simultaneous cutting of fuel injection, motor braking, de-clutching and gear disengagement; reengaging the clutch, cancellation of the dead point control; and calculation of the approach of synchronism, i.e. ratio of gear box input and output angular velocities.
Declutching occurs when the motor couple is half the maximum value.
FILE SEGMENT: GMPI; EPI
MANUAL CODE: EPI: X22-X

=> fil hcap
FILE 'HCAPLUS' ENTERED AT 15:46:34 ON 29 SEP 2008
USE IS SUBJECT TO THE TERMS OF YOUR STN CUSTOMER AGREEMENT.
PLEASE SEE "HELP USAGETERMS" FOR DETAILS.

FILE COVERS 1907 - 29 Sep 2008 VOL 149 ISS 14
FILE LAST UPDATED: 28 Sep 2008 (20080928/ED)

HCAplus now includes complete International Patent Classification (IPC) reclassification data for the second quarter of 2008.

New CAS Information Use Policies, enter HELP USAGETERMS for details.

This file contains CAS Registry Numbers for easy and accurate substance identification.

=> fil japio
FILE 'JAPIO' ENTERED AT 15:46:37 ON 29 SEP 2008

FILE LAST UPDATED: 9 SEP 2008 <20080909/UP>
MOST RECENT PUBLICATION DATE: 29 MAY 2008 <20080529/PD>

>>> GRAPHIC IMAGES AVAILABLE <<<

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=> fil rapra
FILE 'RAPRA' ENTERED AT 15:46:41 ON 29 SEP 2008
COPYRIGHT (C) 2008 RAPRA Technology Ltd.

FILE LAST UPDATED: 17 SEP 2008       <20080917/UP>
FILE COVERS 1972 TO DATE

>>> Simultaneous left and right truncation is available in the
    basic index (/BI), and in the controlled term (/CT),
    geographical term (/GT), and non-polymer term (/NPT) fields. <<<

>>> The RAPRA Classification Code is available as a PDF file
>>> and may be downloaded free-of-charge from:
>>> http://www.stn-international.de/stndatabases/details/rapra_classcodes.
pdf

=> d l63 que
L3          6434 SEA FILE=HCAPLUS ABB=ON  PLU=ON  (ANGULAR? OR ANGLE OR
                 ANGL###)(2A)VELOCITY
L4                QUE  ABB=ON  PLU=ON  PRESSURE
L5                QUE  ABB=ON  PLU=ON  TORQUE
L6           314 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L3 AND L5
L7            33 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L6 AND L4
L8            35 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L3(5A)MOTOR
L9                QUE  ABB=ON  PLU=ON  CALCULAT?
L10           22 SEA FILE=HCAPLUS ABB=ON  PLU=ON  (L7 OR L8) AND L9
L11           13 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L10 AND L4
L12               QUE  ABB=ON  PLU=ON  INJECT?
L13            1 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L11 AND L12
L14               QUE  ABB=ON  PLU=ON  (CONTROL? OR ADJUST? OR REGULAT?)(3A
                  )PRESSURE
L15            1 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L11 AND L14
L16            2 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L10 AND L12
L17            1 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L10 AND L14
L18               QUE  ABB=ON  PLU=ON  MOLD###
L19            1 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L10 AND L18
L20            2 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L13 OR L15 OR L16 OR
                  L17 OR L19
L36           18 SEA FILE=JAPIO ABB=ON  PLU=ON  L6 AND L4
L37          289 SEA FILE=JAPIO ABB=ON  PLU=ON  L3(5A)MOTOR
L38           90 SEA FILE=JAPIO ABB=ON  PLU=ON  (L36 OR L37) AND L9
L40            1 SEA FILE=JAPIO ABB=ON  PLU=ON  L38 AND L14
L41            1 SEA FILE=JAPIO ABB=ON  PLU=ON  L38 AND L18
L42            2 SEA FILE=JAPIO ABB=ON  PLU=ON  (L40 OR L41)
L49            1 SEA FILE=RAPRA ABB=ON  PLU=ON  L6 AND L4
L50            1 SEA FILE=RAPRA ABB=ON  PLU=ON  L3(5A)MOTOR
L51            2 SEA FILE=RAPRA ABB=ON  PLU=ON  (L49 OR L50)
L61            2 SEA FILE=HCAPLUS ABB=ON  PLU=ON  (WO2004-JP13318/AP OR

L62            1 SEA FILE=HCAPLUS ABB=ON  PLU=ON  L20 NOT L61
L63            5 DUP REM L62 L42 L51 (0 DUPLICATES REMOVED)


=> d l63 iall 1-5
YOU HAVE REQUESTED DATA FROM FILE 'JAPIO, RAPRA, HCAPLUS' - CONTINUE? (Y)/
N:y
```

L63 ANSWER 1 OF 5 HCAPLUS COPYRIGHT 2008 ACS on STN
ACCESSION NUMBER: 2007:1040717 HCAPLUS Full-text
ENTRY DATE: Entered STN: 17 Sep 2007
TITLE: Numerical-control screw rod injection machine, and numerical control method thereof
INVENTOR(S): Zhao, Tingting; Jia, Mingquan; Xu, Bingyin
PATENT ASSIGNEE(S): Shandong Kehui Electric Co., Ltd., Peop. Rep. China
SOURCE: Faming Zhuanli Shenqing Gongkai Shuomingshu
CODEN: CNXXEV
DOCUMENT TYPE: Patent
LANGUAGE: Chinese
FAMILY ACC. NUM. COUNT: 1
PATENT INFORMATION:

PATENT NO.	KIND	DATE	APPLICATION NO.	DATE
CN 101032857	A	20070912	CN 2006-10044495	200603 08
PRIORITY APPLN. INFO.:			CN 2006-10044495	200603 08

PATENT CLASSIFICATION CODES:

PATENT NO.	CLASS	PATENT FAMILY CLASSIFICATION CODES
CN 101032857	IPCI	B29C0045-76 [I,A]; B29C0045-03 [I,A]
	IPCR	B29C0045-76 [I,C]; B29C0045-76 [I,A]

ABSTRACT:
The invention relates to a numerical-control screw rod injection machine and a numerical control method thereof. The numerical control method includes inputting operation data, and controlling operation of switched reluctance motor by calculation of industrial-control microcomputer according to data from input equipment so as to drive screw rod injection machine. In the invention, the switched reluctance motor is driven to numerically control angular displacement and angular velocity of motor, which simplifies structure of screw rod injection machine greatly. The inventive numerical-control screw rod injection machine has the advantages of stepless regulation and control, good stability, simple structure, low cost, and high efficiency.

L63 ANSWER 2 OF 5 RAPRA COPYRIGHT 2008 RAPRA on STN
ACCESSION NUMBER: R:559952 RAPRA Full-text
FILE SEGMENT: Rapra Abstracts
TITLE: ROTARY REFORMING OF THERMOPLASTICS EXTRUDATE.
INVENTOR: Stribbell B J; Franck D L
PATENT ASSIGNEE: General Motors Corp.
CORPORATE ADDRESS: Detroit, Mich., USA
PATENT INFORMATION: US 5395575 A 19950307
APPLICATION INFORMATION: US 1993-116834 19930907
DOCUMENT TYPE: Patent
LANGUAGE: English
INT. PATENT CLASSIF.:
MAIN: B29C043-08
SECONDARY: B29C043-40

ABSTRACT: A rotary reform machine has a pair of reform wheels, which are rotatably driven to profile the extrudate while matching the output speed of extrudate exiting from the extrusion die of a plastics extruder. The wheels have equal diameters and are motor driven at the same angular velocity so that forming dies in the wheels synchronise and cooperate to pressure mould spaced sections of the extrudate feeding therethrough to form high quality end corners with an offal section therebetween. A haul-off pulls the strips from the extruder die, the rotary reform machine, a water trough and flash trimmer and into a cutter where the offal is removed. The strip is maintained under a predetermined tension load by use of an adjustable friction brake on the stabiliser foil so that the heated plastics exiting the extruder is uniform in initial profile, providing high quality extrudate feeding into the reforming wheels. CLASSIFICATION CODE: 623; 82; 282

SECTION CODE: *OI; SC

CONTROLLED TERM: COMPANY; CUTTING; DIAGRAM; DIE; EXTRUDATE; EXTRUSION; FLASH REMOVAL; HAUL-OFF; MOULDING; OUTPUT; PLASTIC; PROFILE; ROTATION; STRIP; SYNCHRONISATION; TECHNICAL; TENSION; THERMOPLASTIC; VELOCITY; WASTE; MOLDING; SYNCHRONIZATION

SUBJ.HEADGS.RAPRA AB: EXTRUSION

GEOGRAPHICAL TERM: USA

L63 ANSWER 3 OF 5 RAPRA COPYRIGHT 2008 RAPRA on STN

ACCESSION NUMBER: R:561534 RAPRA Full-text

FILE SEGMENT: Rapra Abstracts

TITLE: STUDY ON THE COMPOSITE SCREW ROTORS FOR SUPERCHARGERS.

AUTHOR: Young Goo Kim; Kwang Seop Jeong; Dai Gil Lee; Park Kyoun Oh (South Korea,Advanced Inst.of Science & Technol.; South Korea,Automotive Technology Institute)

SOURCE: Composite Structures 32, Nos.1-4, 1995, p.575-81
ISSN: 0263-8223
CODEN: COMSE2

PUBLICATION YEAR: 1995

DOCUMENT TYPE: Journal

LANGUAGE: English

ABSTRACT: The screw rotors for superchargers were manufactured with chopped carbon fibre epoxy composite screw rotors were tested in different combinations such as the male composite and female composite rotors, the male aluminium and female composite rotors. Temperature and pressure increases of the air at the outlet and the required torque of the supercharger were measured with respect to the angular velocities. 11 refs. CLASSIFICATION CODE: 6N1; 6276; 43E; 833

SECTION CODE: *QN; OK; SD; KV

CONTROLLED TERM: AUTOMOTIVE APPLICATION; CARBON FIBRE-REINFORCED PLASTIC; CFRP; CHOPPED FIBRE; COMPOSITE; DATA; DENSITY; ELECTRICAL RESISTIVITY; ELONGATION; EPOXIDE RESIN; EPOXY RESIN; FIBRE LENGTH; GRAPH; INSTITUTION; MANUFACTURE; MEASUREMENT; MECHANICAL PROPERTIES; PHYSICAL PROPERTIES; PLASTIC; PRESSURE; REINFORCED PLASTIC; ROTOR; SCREW; SPECIFIC HEAT; SUPERCHARGER; TABLES; TECHNICAL; TEMPERATURE; TENSILE MODULUS; TENSILE STRENGTH; TEST; THEORY; THERMAL CONDUCTIVITY; THERMOSET; TORQUE; VELOCITY; CARBON FIBER-REINFORCED PLASTIC; CHOPPED FIBER; FIBER LENGTH

NON-POLYMER TERM: ALUMINIUM; ALUMINUM

SUBJ.HEADGS.RAPRA AB: COMPOSITES,carbon fibre,chopped fibre,epoxy resins,automotive applications; REINFORCED

PLASTICS,carbon fibre,chopped fibre,epoxy resins,automotive applications; AUTOMOTIVE APPLICATIONS,superchargers,composites,reinforced plastics
GEOGRAPHICAL TERM: SOUTH KOREA

L63 ANSWER 4 OF 5 JAPIO (C) 2008 JPO on STN
ACCESSION NUMBER: 2002-361579 JAPIO Full-text
TITLE: VIBRATION SUPPRESSING SYSTEM FOR ARM OF MOLDING TAKEOUT DEVICE
INVENTOR: YOKOYAMA SHOGO
PATENT ASSIGNEE(S): TIETECH CO LTD
STAR SEIKI CO LTD
PATENT INFORMATION:

PATENT NO	KIND	DATE	ERA	MAIN IPC
JP 2002361579	A	20021218	Heisei	B25J009-10

APPLICATION INFORMATION
STN FORMAT: JP 2001-205397 20010604
ORIGINAL: JP2001205397 Heisei
PRIORITY APPLN. INFO.: JP 2001-205397 20010604
SOURCE: PATENT ABSTRACTS OF JAPAN (CD-ROM), Unexamined Applications, Vol. 2002
INT. PATENT CLASSIF.:
MAIN: B25J009-10
SECONDARY: G05D003-12
ABSTRACT:
PROBLEM TO BE SOLVED: To provide a molding takeout device including an arm to be moved by the rotation of the motor shaft when a motor is put in operation, wherein the residual vibration of the arm can be suppressed as much as practicable even when the operation is conducted with the gain of a servo control device heightened. SOLUTION: The molding takeout device includes the arm 14, motor 2 having the shaft 1 for moving the arm 14, an angular velocity sensing means (encoder 3 and velocity calculation part 9) to sense the angular velocity of the motor 2, and the servo control device 11 furnished with a current controller 7 and a shaft torque presuming means 8 to presume the actually generated torque on the shaft 1, wherein the shaft torque presuming means 8 takes in the output signal from the angular velocity sensing means and the motor drive current iq as the input signal to the motor 2 and presumes the shaft torque generated on the shaft 1 on the basis of the two signals while the servo control device 11 makes negative feedback of the output from the presuming means 8 to the current controller 7.
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L63 ANSWER 5 OF 5 JAPIO (C) 2008 JPO on STN
ACCESSION NUMBER: 2001-047892 JAPIO Full-text
TITLE: CONTROL DEVICE FOR VEHICLE WITH CONTINUOUSLY VARIABLE TRANSMISSION
INVENTOR: ITO YASUSHI; TAKAGI ISAO; SAWADA DAISAKU
PATENT ASSIGNEE(S): TOYOTA MOTOR CORP
PATENT INFORMATION:

PATENT NO	KIND	DATE	ERA	MAIN IPC
JP 2001047892	A	20010220	Heisei	B60K041-14

APPLICATION INFORMATION

STN FORMAT: JP 1999-223061 19990805
ORIGINAL: JP11223061 Heisei
PRIORITY APPLN. INFO.: JP 1999-223061 19990805
SOURCE: PATENT ABSTRACTS OF JAPAN (CD-ROM), Unexamined Applications, Vol. 2001
INT. PATENT CLASSIF.:
MAIN: B60K041-14
SECONDARY: F02D029-00; F02D029-02; F16H009-00; F16H061-02
ABSTRACT:

PROBLEM TO BE SOLVED: To reduce a sense of incompatibility for a travel characteristic and the deterioration of travel fuel consumption by setting the maximum limit value of the target torque of an engine based on the atmospheric state in the engine controlling the pressure of a continuously variable transmission based on the continuously variable transmission transfer torque calculated from the target torque.

SOLUTION: During an engine operation, an ECU 30 determines the normal target torque of an engine 10 with no atmospheric state considered by dividing the target output based on the depression quantity of an accelerator pedal 36 with the present angular velocity of the engine 10. The ECU 30 then calculates the atmospheric correction coefficient in the atmospheric state around an engine, adds frictional loss torque to the standard atmospheric maximum torque determined based on the present engine revolving speed, multiplying it by the atmospheric correction coefficient, and subtracting the frictional loss torque to determine the maximum limit of the target torque in the atmospheric state at that time. When the maximum limit torque is smaller than the target torque, the target torque is established in place of the maximum limit torque.

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=> d his nofile

     (FILE 'HOME' ENTERED AT 14:50:12 ON 29 SEP 2008)

     FILE 'HCAPLUS' ENTERED AT 14:50:20 ON 29 SEP 2008
L1             1 SEA ABB=ON  PLU=ON  US20060145379/PN

     FILE 'WPIX' ENTERED AT 14:50:41 ON 29 SEP 2008
L2             1 SEA ABB=ON  PLU=ON  US20060145379/PN

     FILE 'HCAPLUS' ENTERED AT 14:50:49 ON 29 SEP 2008
L3          6434 SEA ABB=ON  PLU=ON  (ANGULAR? OR ANGLE OR ANGL###)(2A)VEL
                  OCITY
L4             QUE ABB=ON  PLU=ON  PRESSURE
L5             QUE ABB=ON  PLU=ON  TORQUE
L6           314 SEA ABB=ON  PLU=ON  L3 AND L5
L7            33 SEA ABB=ON  PLU=ON  L6 AND L4
L8            35 SEA ABB=ON  PLU=ON  L3(5A)MOTOR
L9             QUE ABB=ON  PLU=ON  CALCULAT?
L10           22 SEA ABB=ON  PLU=ON  (L7 OR L8) AND L9
L11           13 SEA ABB=ON  PLU=ON  L10 AND L4
L12            QUE ABB=ON  PLU=ON  INJECT?
L13            1 SEA ABB=ON  PLU=ON  L11 AND L12
L14            QUE ABB=ON  PLU=ON  (CONTROL? OR ADJUST? OR REGULAT?)(3A)
                  PRESSURE
L15            1 SEA ABB=ON  PLU=ON  L11 AND L14
L16            2 SEA ABB=ON  PLU=ON  L10 AND L12
L17            1 SEA ABB=ON  PLU=ON  L10 AND L14
L18            QUE ABB=ON  PLU=ON  MOLD###
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L19           1 SEA ABB=ON  PLU=ON  L10 AND L18
L20           2 SEA ABB=ON  PLU=ON  L13 OR L15 OR L16 OR L17 OR L19
L21           1 SEA ABB=ON  PLU=ON  L20 NOT L1
                D SCA

     FILE 'WPIX' ENTERED AT 15:14:05 ON 29 SEP 2008
L22         943 SEA ABB=ON  PLU=ON  L3(5A)MOTOR
L23          84 SEA ABB=ON  PLU=ON  L6 AND L4
L24         237 SEA ABB=ON  PLU=ON  (L22 OR L23) AND L9
L25           5 SEA ABB=ON  PLU=ON  L24 AND L12
L26           8 SEA ABB=ON  PLU=ON  L24 AND L14
L27           3 SEA ABB=ON  PLU=ON  L24 AND L18
L28          11 SEA ABB=ON  PLU=ON  (L25 OR L26 OR L27)
L29           9 SEA ABB=ON  PLU=ON  L28 AND (PY<=2004 OR PRY<=2004 OR
                AY<=2004)

     FILE 'COMPENDEX' ENTERED AT 15:29:34 ON 29 SEP 2008
L30          65 SEA ABB=ON  PLU=ON  L6 AND L4
L31          90 SEA ABB=ON  PLU=ON  L3(5A)MOTOR
L32          27 SEA ABB=ON  PLU=ON  (L30 OR L31) AND L9
L33           0 SEA ABB=ON  PLU=ON  L32 AND L12
L34           0 SEA ABB=ON  PLU=ON  L32 AND L14
L35           0 SEA ABB=ON  PLU=ON  L32 AND L18

     FILE 'JAPIO' ENTERED AT 15:31:34 ON 29 SEP 2008
L36          18 SEA ABB=ON  PLU=ON  L6 AND L4
L37         289 SEA ABB=ON  PLU=ON  L3(5A)MOTOR
L38          90 SEA ABB=ON  PLU=ON  (L36 OR L37) AND L9
L39           0 SEA ABB=ON  PLU=ON  L38 AND L12
L40           1 SEA ABB=ON  PLU=ON  L38 AND L14
L41           1 SEA ABB=ON  PLU=ON  L38 AND L18
L42           2 SEA ABB=ON  PLU=ON  (L40 OR L41)
                D SCA

     FILE 'MECHENG' ENTERED AT 15:34:06 ON 29 SEP 2008
L43          23 SEA ABB=ON  PLU=ON  L6 AND L4
L44          25 SEA ABB=ON  PLU=ON  L3(5A)MOTOR
L45          10 SEA ABB=ON  PLU=ON  (L43 OR L44) AND L9
L46           0 SEA ABB=ON  PLU=ON  L45 AND L12
L47           0 SEA ABB=ON  PLU=ON  L45 AND L14
L48           0 SEA ABB=ON  PLU=ON  L45 AND L18

     FILE 'RAPRA' ENTERED AT 15:35:00 ON 29 SEP 2008
L49           1 SEA ABB=ON  PLU=ON  L6 AND L4
L50           1 SEA ABB=ON  PLU=ON  L3(5A)MOTOR
L51           2 SEA ABB=ON  PLU=ON  (L49 OR L50)
                D SCA

     FILE 'PASCAL' ENTERED AT 15:36:07 ON 29 SEP 2008
L52          29 SEA ABB=ON  PLU=ON  L6 AND L4
L53          27 SEA ABB=ON  PLU=ON  L3(5A)MOTOR
L54          10 SEA ABB=ON  PLU=ON  (L52 OR L53) AND L9
L55           0 SEA ABB=ON  PLU=ON  L54 AND L12
L56           0 SEA ABB=ON  PLU=ON  L54 AND L14
L57           0 SEA ABB=ON  PLU=ON  L54 AND L18
L58             QUE ABB=ON  PLU=ON  SCREW###
L59           0 SEA ABB=ON  PLU=ON  L54 AND L58

     FILE 'MECHENG' ENTERED AT 15:40:48 ON 29 SEP 2008
L60           0 SEA ABB=ON  PLU=ON  L45 AND L58
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     FILE 'WPIX' ENTERED AT 15:40:59 ON 29 SEP 2008
                SEL L29 PN,AP

     FILE 'HCAPLUS' ENTERED AT 15:41:12 ON 29 SEP 2008
L61            2 SEA ABB=ON  PLU=ON  (WO2004-JP13318/AP OR EP2003-6785/AP

L62            1 SEA ABB=ON  PLU=ON  L20 NOT L61

     FILE 'HCAPLUS, JAPIO, RAPRA' ENTERED AT 15:43:16 ON 29 SEP 2008
L63            5 DUP REM L62 L42 L51 (0 DUPLICATES REMOVED)


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